

What is claimed is:

1. A method for determining a parking spot including at least the following steps:
measuring a parking spot (5) and outputting a measured length (l) of the parking spot (5);
comparing the determined length (l) to at least one limiting value (l_k, l_l) and
determining an indicator signal (A = (R, Y, G));
outputting the indicator signal (A = (R, Y, G)) to the driver;
recording vehicle dynamics signals (v (t), LW (t), Br (t)) during a parking operation;
evaluating the parking operation on the basis of the recorded vehicle dynamics signals (v (t), LW (t), Br (t)) and outputting an evaluation signal (FV); and
changing the at least one limiting value (l_l, l_k) as a function of the evaluation signal (FV) and the indicator signal (A).
2. The method as recited in Claim 1,
wherein the evaluation signal (FV) and the indicator signal (A) are compared to one another, and no change occurs when the evaluation signal (FV) and the indicator signal (A) correspond, and one or multiple limiting values (l_l, l_k) are changed in the event of a deviation.
3. The method as recited in Claim 1 or 2,
wherein at least one lower limiting value (l_k), which indicates a minimally possible length (l) of the parking spot, and one upper limiting value (l_l), which separates an easy parking section from a medium-difficult parking section, are used for the comparison and are changed as a function of the evaluation signal (FV) and the indicator signal (A).
4. The method as recited in Claim 3,
wherein the lower limiting value (l_k) is raised in the event that a possible parking operation (A = Y, A = G) is determined from the measured length (l) of the parking spot and an unsuccessful parking operation (FV = r) is determined as the evaluation signal (FV).
5. The method as recited in Claim 3,
wherein the upper limiting value (l_l) is also raised.

6. The method as recited in one of Claims 3 through 5,
wherein the lower and the upper limiting values (l_l , l_k) are reduced in the event that a successful, easy parking operation ($FV = g$) is determined and the determined length (l) of the parking spot (5) is in the middle range between the lower limiting value and the upper limiting value (l_k , l_l).
7. The method as recited in one of the preceding claims,
wherein a quantitative comparison of the indicator signal (A) and the evaluation signal (FV) is carried out, and an amount of the change of one or multiple limiting values (l_l , l_k) is established as a function of the size of the deviation.
8. The method as recited in one of the preceding claims,
wherein a visual color signal is output as the indicator signal (A),
a red color signal (R) being output in a first case (a), when the measured length (l) of the parking spot (5) is in the lower range below the lower limiting value (l_k),
a yellow color signal (Y) being output in a second case (b), when the measured length (l) is in a middle range between the lower limiting value (l_k) and the upper limiting value (l_l), and
a green color signal (G) being output in the third case (c), when the measured length (l) is in an upper range above the upper limiting value (l_l).
9. The method as recited in one of the preceding claims,
wherein a change in the limiting values (l_k , l_l) is carried out via a long-term determination over multiple parking operations.
10. The method as recited in one of the preceding claims,
wherein at least one of the following time-dependent signals is used as vehicle dynamics signals:
vehicle velocity ($V(t)$), steering angle ($LW(t)$), brake signal (Br).
11. The method as recited in one of the preceding claims,
wherein an end of the parking operation is detected when the vehicle is situated within the determined parking spot (5) and the engine is shut off.

12. The method as recited in Claim 11,
wherein an unsuccessful parking operation ($FV = r$) is determined when the engine is not shut off in the parking spot within a predefined time period.
13. The method as recited in one of the preceding claims,
wherein a respective driver is identified and an evaluation of the parking behavior is assigned to that driver.